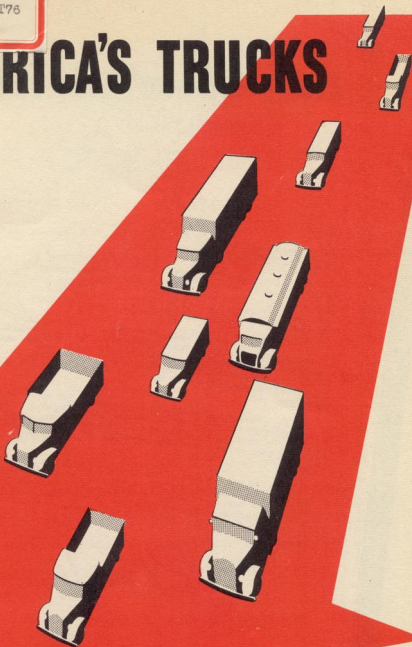


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AMERICA'S TRUCKS



KEEP 'EM *ROLLING*

OFFICE OF DEFENSE TRANSPORTATION • WASHINGTON, D. C.

THE WHITE HOUSE
WASHINGTON

June 10, 1942

TO THE OWNERS AND DRIVERS
OF AMERICA'S MOTOR TRUCKS ...

The five million motor trucks in this country are a vital asset to the war production effort. They represent a powerful arm of transport we did not have during the last war and can be of tremendous aid in helping speed the flow of farm, military, and industrial products so necessary to victory.

Unfortunately, these motor trucks are now an almost irreplaceable commodity. Many manufacturers must devote their entire efforts to building military vehicles only. Others must turn from making automotive materials to producing guns, shells and other equipment needed by our armed forces. Rubber has become precious.

These things mean that it has become the patriotic duty of every truck operator in America to help in every possible way to make his truck and tires last longer. The suggestions in this booklet have been compiled to aid you in doing exactly that.

In the interest of conserving the nation's existing supply of motor trucks, as well as for your own interest, I urge you to read this booklet carefully, act on the suggestions made and sign the pledge you will find on the final page, promising your wholehearted support of this necessary conservation program.

Franklin D. Roosevelt

YOU MUST DO YOUR PART!

**by Joseph B. Eastman, Director
Office of Defense Transportation**

The vast majority of America's millions of motor trucks are in the hands of individuals owning one or two trucks. For every large fleet of a hundred and more trucks, there are thousands of individually owned trucks. This means that millions of people are either owners or drivers. Each and every one has an important part to play in conserving the Nation's existing supply of motor trucks to the day of victory.

As a truck owner or driver, your part is to see that your truck is kept in good mechanical condition to prolong truck life, conserve gasoline, oil, and parts, and to see that your tires are checked frequently and properly cared for. Your truck may be working harder and longer hours now than ever before, which makes it even more necessary to give it special maintenance attention.

As the President points out, in his letter on the page opposite, your cooperation is your patriotic duty.

Some of the information in this booklet you already know. It has been compiled from authoritative sources as a complete, handy guide to enable you to adopt a *definite plan* of truck and tire conservation.

AS A TRUCK OWNER—

Your Patriotic Duty Is to Make Sure . . .

That your truck receives a thorough mechanical check-up at regular intervals. (See Preventive Maintenance, page 6.)

That your truck is never overloaded. (Overloading shortens both truck and tire life.)

That your drivers turn in *daily* forms reporting on the mechanical condition of their trucks. (See page 3.)

That only thoroughly instructed, competent drivers are allowed to operate your trucks.

That broken or worn-out parts are immediately disposed of to a scrap dealer, if they cannot be salvaged for future use.

That you thoroughly familiarize yourself with the suggestions in this booklet.

AS A TRUCK DRIVER—

Your Patriotic Duty Is to Make Sure . . .

That you take every precaution to avoid accident; one careless moment can spoil a year of caution.

That you remember that "easy does it" when you start and stop. Otherwise, you waste tires and gasoline, strain the clutch, brakes, and other mechanical parts.

That you report, conscientiously, on the condition of your truck at the end of each day.

That you avoid unnecessary delays because loss of truck time slows the war effort.

That you check tires daily for inflation, cuts, nails, glass, bruises, and any indication of unusual wear.

That you thoroughly familiarize yourself with the suggestions in this booklet.

To truck owners: Since copies of this booklet are not available for all drivers it is suggested you pass these ideas along to your drivers by letters, posters, or other means.

THE DRIVER'S DAILY REPORT—

The use of a "Driver's Daily Report" is mentioned on the page opposite and cannot be too strongly urged. "A stitch in time saves nine." Convenient forms are available from truck manufacturers, oil companies, and other sources. Drivers like to use them because they know that a safer, easier operating truck is well worth the few moments spent in making out the form. Even in ordinary times, efficient operators found them indispensable because this practice tends to prolong truck life and to reduce their accident rate and maintenance costs. The check list below is a useful guide. Copies can be made for your daily use. Be sure to inspect all points listed; check those needing attention. (Owner-drivers will find it equally profitable to keep a daily—*written*—record of this type for their own guidance in maintenance matters.)

DRIVER'S DAILY REPORT

Date

Driver's name

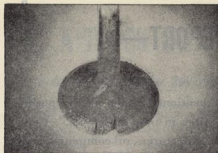
Truck No. Make

Speedometer reading

DRIVER'S CHECK LIST

Oil pressure	Engine noises
Water temperature	Spark control
Generator	Choke control
Lights and horn	Fuel control
Speedometer	Clutch
Windows and doors	Gear shift and transmission
Starter	Foot-brake system
Battery	Hand-brake system
Tires, rims, and wheels	Steering
Windshield wiper	Power take-off
Rear-vision mirrors	Leaks—Oil, fuel, water

WHAT HAPPENS WHEN



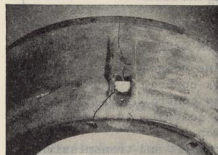
Ruined by Neglect! This valve cannot be salvaged. It was ruined because the engine was permitted to run without attention long after a valve grind was needed. The need for valve reconditioning would have been quickly determined if a compression gage had been applied to the engine during a routine inspection.



A Twist of the Wrist Would Have Saved \$50! This radiator worth approximately \$50 should have lasted the life of the truck. It lasted less than half the truck's normal life. Someone neglected to tighten the nut holding the fan in adjustment. A routine inspection would have shown the fan to be loose and consequent adjustment would have saved this radiator.



Loose Spring Clips Cost \$25! The broken leaves in this spring were caused by loose spring clips. If the truck had been inspected, a competent mechanic would have detected the loose clips instantly. Thus, this spring would have been saved for indefinite service and an expense of approximately \$25 would have been prevented.



Too Much Heat Cracks Drum! The brake shoe adjustment was faulty, causing the drum to overheat and crack. It should have given many more miles of service as is indicated by the fact that its mate is still running. This case of neglect cost the operator \$31.



Inexcusable Waste of Rubber! This tire gave less than half of its normal mileage. The edges show that it has not worn out in the normal way. Wheels out of line were responsible. A routine inspection would have disclosed this and many precious pounds of rubber would have been saved for useful mileage.

TRUCKS ARE NEGLECTED

This Neglect Cost the Owner \$200! The rings on this piston were stuck, ruining the cylinder walls and making a complete rebuilding necessary. This condition was caused by faulty oil and could have been prevented by an oil change or a filter cartridge replacement. A routine inspection would have saved the overhaul job which cost \$200.



Another Waste of \$200! This filter cartridge is completely plugged up and useless—not only beyond the point of cleaning the oil, but also so dirty that it clogged the oil line, resulting in a complete engine failure. Under a Preventive Maintenance Plan it would have been changed long before and the owner saved a repair bill of approximately \$200.



Overheating Caused This Waste! This piston is scored beyond repair. The damage was caused by running an overheated engine. If the radiator had been flushed at reasonable periods, it would not have happened. The driver could have prevented this extreme damage had he shut off the engine when it began to overheat.



Wrong Lubricant Costs \$80! This ring gear is worthless because the mechanic on the job did not think it necessary to determine the correct lubricant to use for this rear axle. The wrong kind completely ruined the rear axle gears. Cost: Approximately \$80.



Slipping Clutch Means Trouble! There is only one cause for a clutch pressure plate to be scarred and worn as this one is—the driver continued to operate his truck with a slipping clutch. An adjustment requiring only a few moments would have saved the entire clutch for an indefinite period. But nobody bothered to check the clutch until it gave out entirely.



PREVENTIVE MAINTENANCE

Preventive Maintenance is not a new idea. Large fleet owners have practiced it for years. Their systems are not all alike as to details, but the purpose is the same—to provide a means of *thorough* inspection at *regular* intervals for the purpose of detecting mechanical trouble at the outset and correcting it before it has a chance to develop into a costly damage.

Owners of One and Two Trucks. As a general rule, owners of one or two trucks have not shown the same interest in Preventive Maintenance as large fleet owners. In the present emergency, it is their patriotic duty to do so because the millions of trucks they own far outnumber the trucks in large fleets. America needs every mile of service its trucks can give.

Preventive Maintenance Inspection. To begin an intelligent Preventive Maintenance program, you must first see that your truck is put in reasonably good condition. After that is done, an inspection every 1,000 miles (or 30 days, whichever occurs first), covering the points listed in detail on the following pages of this booklet, will enable any good mechanic to keep your truck operating efficiently and prolong its life.

Reducing Parts Failures. Preventive Maintenance does not include all the service work needed by a truck during its life. It does include all the routine adjustments and inspections which prevent extensive repair and shows what additional work is required. Doing the additional work at the time the inspection is made will save money because it will prevent further damage which may injure parts beyond repair.

Put Trucks in Good Condition Now. It is suggested that you get your truck in good operating condition as fast as you can before parts stocks become further depleted. You may not be able to have all of the work done at once. It may be necessary for you to spread the work over a period of time. When it is completed, you can apply Preventive Maintenance to your truck and it will save a great deal of time and money.

... FOR YOUR TRUCK

Regularity of Inspection. The preventive maintenance system given in detail on the following pages of this booklet is based on an inspection every 1,000 miles, or 30 days, whichever occurs first. At each 1,000 miles of the truck's life, the 1,000-mile inspection should be followed. In addition, at each 5,000- and 15,000-mile interval, a more complete inspection should be made as outlined on the pages headed 5,000-mile inspection and 15,000-mile inspection. When the truck reaches 16,000 miles, the mechanic should begin all over again, using exactly the same inspections in the same order.

Send Truck to Reliable Mechanic. If you have not been trained in this kind of work, seek out a reliable mechanic and take your truck to him. Show him this booklet and tell him what you want done. Tell him to follow the booklet inspection closely unless you have a truck manufacturer's recommended inspection system that is satisfactory. The main thing is not to permit your truck to be neglected.

Truck Manufacturer's Recommendations. All adjustments should be made to the truck manufacturer's recommendations. If not, they are not adjustments at all and they may do more harm than good. If you do not have a service manual for your truck or your mechanic does not have one, get one. You can get it from your truck branch or dealer or by writing to the truck manufacturer.

Trailer Inspection. In the case of tractor-trailer operations, trailers should be as regularly inspected as the trucks themselves.

AMERICA'S TRUCKS ...

KEEP 'EM ROLLING

1,000-MILE INSPECTION

The success of any Preventive Maintenance Program hinges upon *complete* and *regular* inspections. To make sure that inspections are completely and regularly made, "check lists" are needed. Truck manufacturers' branches and dealers as well as many oil companies will furnish supplies of these charts upon request. The form below covers all essential items and copies can be made of it for your own use. As each item is taken care of, a check mark should be made opposite it.

1,000-MILE INSPECTION

Date _____ Truck No. _____ Make _____ Mileage _____

- | | |
|--|--|
| 1. Lubricate according to manufacturer's recommendations. | 13. Take hydrometer reading of all battery cells. Add distilled water when necessary. |
| 2. Check crankcase oil level. | 14. Adjust clutch pedal for clearance and travel. Check hand brake, connections, and travel. |
| 3. Check differential and transmission lubricant level. Examine for leaks. | 15. Check oil pressure and ammeter charging rate. |
| 4. Fill radiator with water. Check antifreeze if necessary. Tighten all hose connections. | 16. Check all other instruments. |
| 5. Check distributor points. Clean and adjust if necessary. (See manufacturer's manual for spacing.) | 17. Check steering wheel for play. |
| 6. Clean and adjust spark plugs. (See manufacturer's manual for spacing.) | 18. Inspect universal joints for looseness. |
| 7. Check ignition timing and oil-distributor wick and fill distributor grease cup. | 19. Tighten brake connections and check brake-pedal travel, drain water from air or vacuum tanks, check master cylinder fluid level (hydraulic). |
| 8. Adjust fan and compressor belts. Replace belts when necessary. | 20. Inspect radius rods. |
| 9. Tighten water-pump gland nut. Replace pump packings when necessary. | 21. Test all lights, check reflectors. |
| 10. Clean fuel-pump strainer, bowl, and carburetor strainer. | 22. Tighten all wheel nuts. |
| 11. Adjust carburetor (with vacuum gage if possible). | 23. Inflate tires and spare. Check front wheel toe-in. Adjust if necessary. Check tires for cuts or bruises. Repair immediately. |
| 12. Inspect for gas, oil, or water leaks, examine with engine hot and running. | 24. Check tractor-trailer brake and light connections. |
| | 25. Check tractor-trailer fifth-wheel. |
| | 26. Road test truck. |

5,000-MILE INSPECTION

5,000-MILE INSPECTION

Date _____ Truck No. _____ Make _____ Mileage _____

1. Lubricate according to manufacturer's recommendations.
2. Check crankcase oil level. Remove and clean crankcase ventilator. Clean or replace oil filter cartridge. Tighten oil-line connections.
3. Check differential and transmission lubricant level. Examine for leaks.
4. Fill radiator with water. Check antifreeze if necessary. Tighten all hose connections.
5. Check distributor points. Clean, adjust, and synchroize if necessary. Clean rotor and cap. (See manufacturer's manual for spacing.) Test coil and condenser.
6. Clean and adjust spark plugs. (See manufacturer's manual for spacing.)
7. Check ignition timing and oil-distributor wick and fill distributor grease cup. Adjust valves according to manufacturer's recommendations.
8. Adjust fan and compressor belts. Replace belts when necessary.
9. Tighten water-pump gland nut. Replace pump packings when necessary. Tighten radiator hold-down bolts and tie rods.
10. Clean fuel-pump strainer, bowl, and carburetor strainer. Test pump outlet pressure.
11. Adjust carburetor (with vacuum gage if possible). Clean air cleaner, check choke adjustment, tighten manifolds, carburetor flange, and adjust throttle linkage.
12. Inspect for gas, oil, or water leaks, examine with engine hot and running.
13. Take hydrometer reading of all battery cells. Add distilled water when necessary. Clean and tighten connections. Tighten battery in box.
14. Adjust clutch pedal for clearance and travel. Check hand brake, connections, and travel.
15. Check oil pressure and ammeter charging rate. Adjust charging rate if necessary.
16. Check all other instruments.
17. Check steering wheel for play. Align front wheels and make all necessary adjustments.
18. Inspect universal joints for looseness.
19. Tighten brake connections and check brake-pedal travel, check for leaks, check line pressure, drain water from air or vacuum tanks, check master cylinder fluid level (hydraulic). Adjust brakes.
20. Inspect radius rods.
21. Test all lights, check reflectors.
22. Tighten all wheel nuts. Inspect differential carrier and cover bolts.
23. Inflate tires and spare. Check front wheel toe-in. Adjust if necessary. Check tires for cuts or bruises. Repair immediately. Retread bald tires.
24. Check tractor-trailer brake and light connections.
25. Check tractor-trailer fifth wheel.
26. Inspect springs, spring clips, and U-bolts.
27. Road test truck; check governor.

Upon completion of each 5,000 miles of service, your truck should receive an inspection covering all 1,000-mile inspection items PLUS a few additional ones. The latter are items which it is not necessary to check as frequently as every 1,000 miles, but they are highly important and should not be postponed beyond the 5,000-mile interval. The list above will serve as a guide or standard forms may be obtained as suggested on Page 8. Follow these instructions as in many items they differ from the 1,000-mile instructions.

15,000-MILE INSPECTION

15,000-MILE INSPECTION

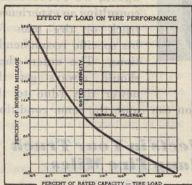
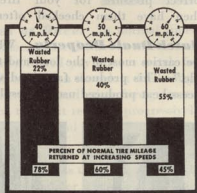
Date _____	Truck No. _____	Make _____	Mileage _____
1. Lubricate according to manufacturer's recommendations.	16. Adjust clutch pedal for clearance and travel. Check hand brake, connections, and travel.	17. Check oil pressure and ammeter charging rate. Adjust charging rate if necessary.	18. Clean generator. Check brushes. Tighten connections. Test.
2. Check crankcase oil level. Remove and clean crankcase ventilator. Clean or replace oil-filter cartridge. Tighten oil-line connections. Remove and clean oil pan and oil pump. Check bearings for excess clearance. Clean all outside oil lines.	19. Check starter. Tighten cable connections at starter. Clean commutator.	20. Check all other instruments.	21. Tighten and adjust all steering connections. Align front wheels, check king pins and tie rod ends. Check for bent axle and alignment.
3. Tighten motor support bolts.	22. Tighten universal joints and flanges. Check condition of hanger bearing.	23. Remove all wheels and check brake drums and lining. Clean and repack wheel bearings. Tighten all hydraulic or air brake connections. Check for leaks and line pressure. Drain water from air or vacuum tanks. Fill hydraulic master cylinder. Adjust and test brakes. Check all operating mechanism.	24. Tighten radius rods. Tighten differential cover and carrier bolts. Check ring gear adjustment.
4. Check differential and transmission lubricant level. Examine for leaks.	25. Test all lights, check reflectors. Check all wiring and connections.	26. Tighten all wheel-hub stud nuts and rim-retaining nuts. Tighten all spring clips and U-bolts. Check shackles and spring pins. Check springs for broken leaves. Re-arch springs if necessary.	27. Inflate tires and spare to proper pressure. Check tires for cuts or bruises or signs of unequal wear. Repair immediately. Retread smooth, worn tires.
5. Check compression. Grind valves if necessary. Clean overhead mechanism. Clean side plates and block. Adjust valves according to manufacturer's recommendations.	28. Tighten fenders, running boards, and aprons. Tighten cab, seat, and body bolts. Check windshield wiper and hose.	29. Check tractor-trailer brake and light connections. Check all wiring.	30. Check tractor-trailer fifth wheel.
6. Check distributor points. Clean, adjust, and synchronize. Clean rotor and cap. (See manufacturer's manual for spacing.)	31. Road test truck; check governor; and note general condition of frame and connections.		
7. Test coil and condenser.			
8. Clean and adjust spark plugs. (See manufacturer's manual for spacing.)			
9. Check ignition timing and oil-distributor wick and fill distributor grease cup.			
10. Adjust fan and compressor belts. Replace belts when necessary.			
11. Tighten water-pump gland nut. Replace hose packing when necessary. Tighten hose connections. Replace hose if necessary. Tighten radiator, hold-down bolts, and tie rods. Fill radiator with water. Check antifreeze if necessary.			
12. Clean fuel pump strainer, bowl, and carburetor strainer. Test pump outlet pressure. Overhaul or install rebuilt fuel pump if necessary.			
13. Check carburetor float level. Adjust carburetor (with vacuum gage if possible). Clean air cleaner. Check choke adjustment. Tighten manifolds and carburetor flange. Adjust throttle linkage.			
14. Inspect for gas, oil, or water leaks, examine with engine hot and running.			
15. Take hydrometer reading of all battery cells. Add distilled water when necessary. Clean and tighten connections. Tighten battery in box.			

The inspection you make at each 15,000-mile interval completes the cycle of Preventive Maintenance Inspections. It includes a number of highly important items not covered at either the 1,000- or 5,000-mile intervals. After this inspection and when your truck has covered another 1,000 miles, you start again to use the inspection form suggested on Page 8 and continue, as before, through another 15,000-mile cycle.

YOUR TIRES WERE BUILT TO GIVE LONG MILEAGE . . . HELP THEM DO IT!

The tires on your truck were designed and constructed to deliver far more service than the average truck owner has ever obtained. By observing a few simple rules of tire operation and maintenance, you can add thousands of miles to the life of every tire. Rubber is scarce. It is the patriotic duty of every truck owner to see that none is wasted through his neglect.

Reduce Speed. Speed is the greatest enemy of tire mileage. For maximum tire life no truck should ever be operated in excess of 40 miles an hour and every effort should be made to operate at lower speeds. As speed goes up, excessive, damaging heat is generated and tire slippage and vehicle sway increase. The result: precious rubber is scuffed off rapidly and is wasted.

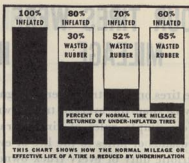


	% Increase or Decrease in Mileage	Mileage
Underloaded 30%	+ 100%	60,000
Underloaded 20%	+ 61%	48,350
Underloaded 10%	+ 29%	38,600
Normally loaded	0%	30,000
Overload 10%	- 18%	24,600
Overload 20%	- 30%	21,000
Overload 30%	- 42%	17,400
Overload 40%	- 52%	14,400
Overload 50%	- 60%	12,000

Don't Overload. Next to excessive speed, nothing ruins a tire faster than to force it to carry loads beyond the limits for which it was designed and built. An overloaded tire generates terrific internal heat, which quickly weakens the tire body. Tread wear is rapid and uneven. For best results, have an experienced truck or tire man advise you on the maximum load your tires should carry. Do not attempt to make up for overloading by increasing the air pressure beyond the recommended inflation level. This will not work.

← Assuming 30,000 miles is normal wear.

Inflate Properly. When a tire is overinflated or underinflated, it is subjected to abnormal strains for which it was not designed and wears rapidly. Underinflation has much the same effect as overloading. Overinflation causes the tire to "ride high" on the center of the tread, resulting in rapid wear on that area and considerably shortening the life of the tire. Be sure you know the correct pressure for your tires. Then have them checked often.



Don't trust appearances. Use a gage and be sure it is a tested, accurate one.

Match Duals Properly. When dual tires are mismated, the larger tire carries most of the load and the smaller tire is just "along for the ride." This produces fast tread wear on the overworked tire and the excess heat produced usually results in early failure. As a general rule



Improper mating.



Proper mating.

to follow, tires which differ more than $\frac{1}{4}$ inch in diameter should not be mounted on the same set of dual wheels. But, again, we recommend consulting an experienced truck or tire man for his specific recommendations. The outer wheel should always get the newer tire (due to the crown of the road). Unequal inflation can cause the same condition.

These Mechanical Defects in Your Truck Can Rob You of Many Tire Miles

Misalignment. One-half-inch misalignment grinds as much rubber off a truck tire as dragging it sideways 87 feet in every mile! Excessive toe-in and toe-out are the most frequent causes of misalignment and a complete check-up by a competent mechanic with proper equipment should be made every 1,000 miles. Faulty wheel alignment is usually responsible for "cupping," a form of excessive tread wear that is easily recognized. Bent or sagging axles throw dual tires out of line, resulting in improper load distribution and abnormal tread wear on the shoulders of the inside dual tires.

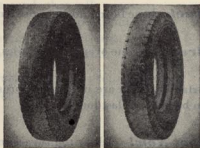
Faulty Brakes. Brakes out of adjustment or drums out of round cause excessive and spotty tire wear. On rail vehicles you can *hear* this condition, known as a "flat wheel." If brakes are not properly equalized, tests show that $\frac{1}{4}$ inch of rubber can be ground off in one stop, even at moderate speeds.

Damaged Rims. Rims with bent or damaged flanges do not permit the tire to seat itself properly. This condition results in excessive chafing and early failure in the bead area of the tire. Faulty rim equipment should be replaced at once to save rubber.



Repair Small Cuts and Bruises at Once. In normal times, when rubber was plentiful, little was done, as a rule, about small tread cuts and bruises. During the emergency it will pay you to watch for them and repair them at once. A small cut—even though it does not go entirely through the fabric—lets in dirt, water, and other foreign material. The constant flexing action of the tire as it revolves progressively increases the size of the cut until the tire is beyond repair.

Retreading Saves Rubber. It is real conservation as well as economy to get your tires retreaded just as soon as the original non-skid design is worn smooth. You actually waste rubber when you run a tire to the fabric because in most instances these tires cannot be retreaded and the rubber remaining in the sidewalls and tire body is no longer usable except for reclaiming. If you are eligible under the Tire Rationing Regulations apply for retreading in time and save all the rubber possible.



Use Special Caution in Hot Weather

Heat is the archenemy of rubber. When generated in a tire by speed, wheel misalignment, improper inflation—or excessive friction from any cause—it cuts tire life tremendously. In hot weather, it is especially important to reduce speed, be sure your wheels are in alignment, and in all ways possible **ELIMINATE THE CAUSES OF EXCESSIVE HEAT.**

Only 20 percent of tires worn this far can be retreaded.

About 80 percent of tires worn this far can be retreaded.

Everyday Driving Rules to Save Rubber

1. **Start** slowly.
2. **Avoid** bad roads.
3. **Avoid** "scuffing" curbs in parking.
4. **Drive** slowly.
5. **Turn** corners and take curves slowly.
6. **Stop** slowly.
7. **Guard** inflation.



IT'S UP TO YOU . . .

Be Patriotic! Start now to *put* and *keep* your truck in good condition. Follow the suggestions in this booklet. They are easy to do, once the habit is formed, and time-proved in helping to make trucks and tires last longer.

Trucks have been known to run a million miles or more!

Tires have gone over 100,000 miles!

Certainly, these are unusual records, but with care *your* truck and tires can be made to last longer.

Start Now! Adopt the suggestions you have read here.

"Keep 'Em Rolling—Longer!"

A PLEDGE

To Keep 'Em Rolling Longer

Realizing that motor trucks are vital to our national transportation welfare, that the existing supply is all but irreplaceable, and that every extra mile each truck can be made to serve in safety is a direct help to the war effort . . . I hereby pledge that I will regard it as my patriotic duty to do all in my power to prolong the life of any truck in my ownership or care.

I will cooperate in a Preventive Maintenance Program.

I will do my part to see that frequent mechanical inspections are made and that all necessary adjustments and minor repairs are promptly taken care of to prevent major repairs, with consequent waste of parts and materials.

I will see that my truck is driven properly to avoid accidental damage, excessive tire wear, and gasoline waste.

(Signed)

This booklet, prepared by the Vehicle Maintenance Section, Division of Motor Transport, Office of Defense Transportation, should serve as a guide to every truck owner, operator, and mechanic in the proper maintenance of America's trucks.

Every American should realize that serious failures in our transportation system may not cost the lives ordinarily lost in highway accidents, but may cost the lives of whole companies of men at the front because they were not supplied with the implements of war necessary to protect themselves. A breakdown of the transportation system of any country at war may easily cost that country the war. Ours must not break down. Do your part to keep America's trucks rolling!

THIS IS YOUR PATRIOTIC DUTY!

America needs every extra mile of service that can be got from its existing supply of motor trucks and tires.

THIS BOOKLET TELLS YOU HOW YOU CAN HELP

As a truck owner, driver, or mechanic, it is your patriotic duty to act NOW. Read the suggestions herein and start today on a *definite plan* to help.

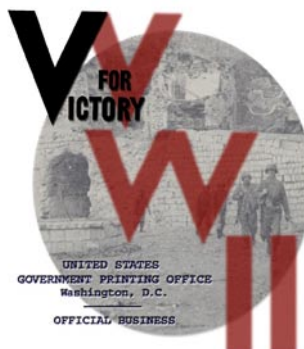
"KEEP 'EM ROLLING—LONGER!"

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Washington, D. C.
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America's trucks : keep 'em rolling.

United States. Office of Defense Transportation.

Washington, D.C. : Office of Defense Transportation: U.S. Government Printing Office, [1942].

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Historic Government Publications from the Second World War (1939 - 1945).

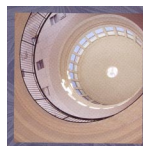
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